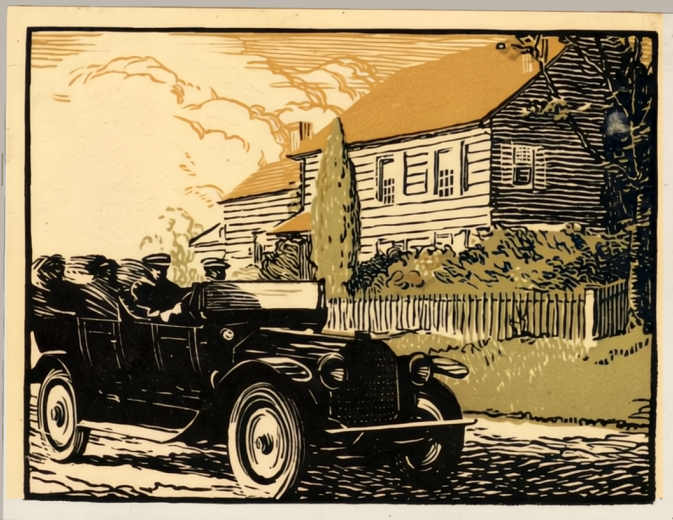




PEERLESS MOTOR CARS







PEERLESS MOTOR CARS



THE PEERLESS MOTOR CAR COMPANY
CLEVELAND, OHIO

NEW YORK BOSTON CHICAGO PHILADELPHIA

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The Peerless Motor Car Company



PEERLESS MOTOR CARS

SAFETY, comfort and beauty are three of the most sought for qualities in motor car design which have always characterized Peerless product and are evident to an unusual degree in the new models described herein.

Modifications in upholstery, spring suspension and distribution of weight have produced a decided improvement in riding quality and reduced the tendency to side slip or skid. Minor changes in external appearance further emphasize the simplicity of Peerless design.

A great variety of material is used in the manufacture of motor cars and all of it must be carefully selected to produce the best result. Steel is the most important material, as the steering mechanism, axles, wheel bearings and other important parts are made of it.

In recognition of the importance of steel, The Peerless Motor Car Company a number of years ago established a research laboratory for the study of the chemistry of steel and its proper heat treatment to meet the requirements of each part in which it is used. This laboratory has contributed much information of value to the motor car industry and is an additional safeguard for the Peerless product.

A long manufacturing experience with careful and persistent effort to correct deficiencies observed in the performance of each car insure a degree of reliability difficult to accomplish in any other way.

PEERLESS MOTOR CARS

CHASSIS MODELS

Peerless Motor Cars are made in three six-cylinder chassis models, with open and closed bodies in all approved styles:

"38-Six"	Six-cylinder	38 Horse-power
"48-Six"	Six-cylinder	48 Horse-power
"60-Six"	Six-cylinder	60 Horse-power

BODY STYLES AND PASSENGER CAPACITIES

	"38-Six"	"48-Six"	"60-Six"
Touring	5	7	7
Torpedo	4	6	6
Roadster	3		
Coupé	3		
Limousine	7	7	7
Landaulet	7	7	7
Berline-Limousine	7	7	7

SPECIFICATIONS

		"38-Six"	"48-Six"	"60-Six"
RATING	A. L. A. M.	38	48	60
CYLINDERS	Number	6	6	6
	Bore	4"	4½"	5"
	Stroke	5½"	6"	7"
WHEEL BASE		125"	137"	140"
TIRES	Front	36" x 4½"	36" x 4½"	38" x 5½"
	Rear	36" x 4½"	37" x 5"	38" x 5½"
BODY		97"	104"	104"
CLEARANCE	Front axle	10¾"	10¾"	11¾"
REAR AXLE	Arched, full floating type with no brazed joints.			
CLUTCH	Peerless internal expanding type.			
TRANSMISSION	Four speeds forward and one reverse.			
STEERING	Irreversible worm and gear.			
IGNITION	Bosch, dual, magneto and battery.			
BRAKES	Service — contracting, acting on rear wheels.			
	Emergency — expanding, acting on rear wheels.			
SPRINGS	Front, 42" x 2"; rear side, 52½" x 2¼"; rear cross, 38½" x 2¼".			

PEERLESS MOTOR CARS

STANDARD EQUIPMENT

STARTER	Gray & Davis Electric Starter.
LIGHTING SYSTEM	Gray & Davis Dynamo Electric Lighting System.
TOP	Peerless mohair, cape cart, four-bow top, unlined, with storm curtains and slip cover.
HORN	Klaxon combination.
SPEEDOMETER	Warner Autometer with clock and light.
GLASS FRONT	Rain vision windshield.
RIMS	Firestone Q. D. Demountable.
SHOCK ABSORBERS	Truffault-Hartford on front axle; Gabriel Rebound Snubbers on rear axle.
TIRE PUMP	Four-cylinder mechanical air pump, driven by motor.
LOCKING DEVICES	Ignition switch, tool box and tire holders provided with locks.
MISCELLANEOUS	Coat rack. Foot rest. Electric light with extension cord. Tool equipment. Tire irons.

The equipment of closed cars is the same as that of open cars; but they have these additional fittings: Locks on doors and windows; pillar lamps; interior lamps; "Chauphone" communicating with the driver's seat; driver's mirror; complete toilet cases, flower vase and similar appointments.

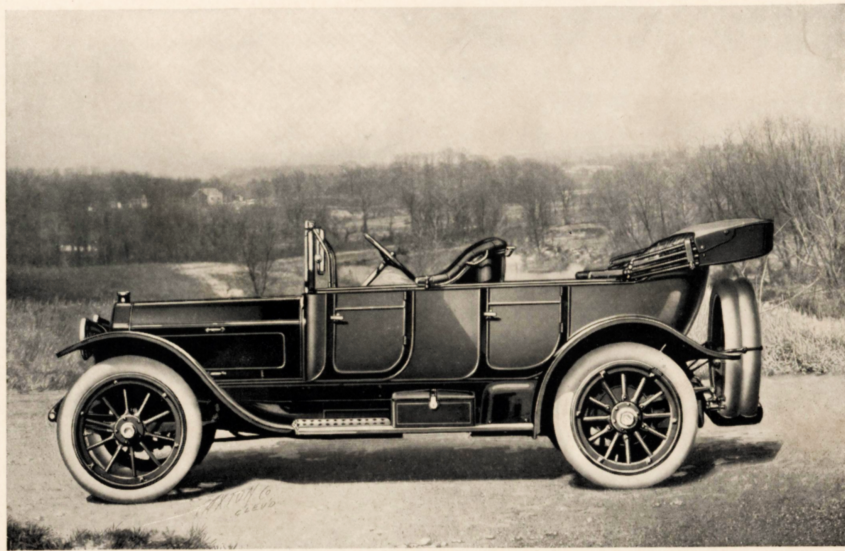
PRICES

	"38-Six"	"48-Six"	"60-Six"
Chassis	\$3800	\$4400	\$5400
Touring	4300	5000	6000
Torpedo	4300	5000	6000
Roadster	4300		
Coupé	5000		
Limousine	5300	6000	7000
Landaulet	5400	6100	7100
Berline-Limousine	5500	6200	7200



PEERLESS MOTOR CARS
OPEN TYPES

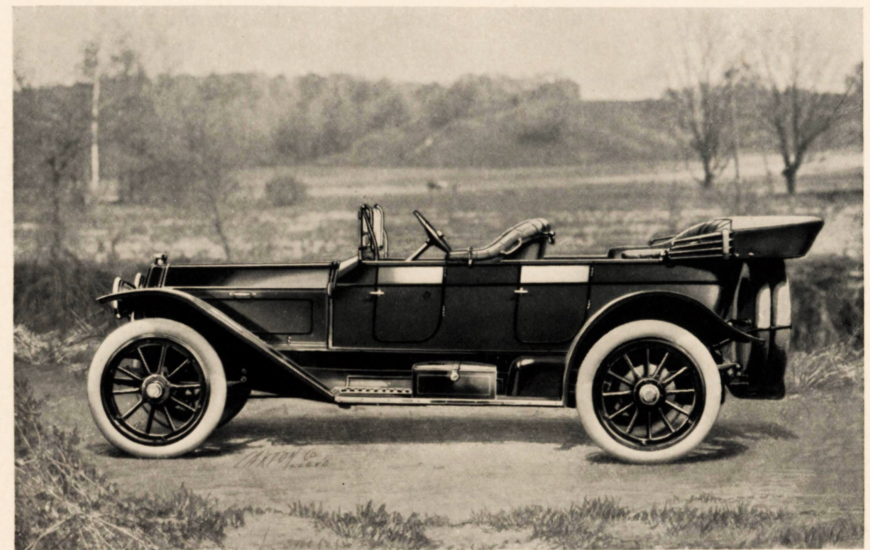
PEERLESS MOTOR CARS



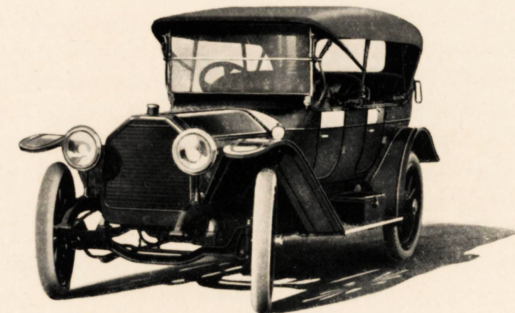
"38-SIX"
FIVE-PASSENGER TOURING



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"38-SIX"
FOUR-PASSENGER TORPEDO



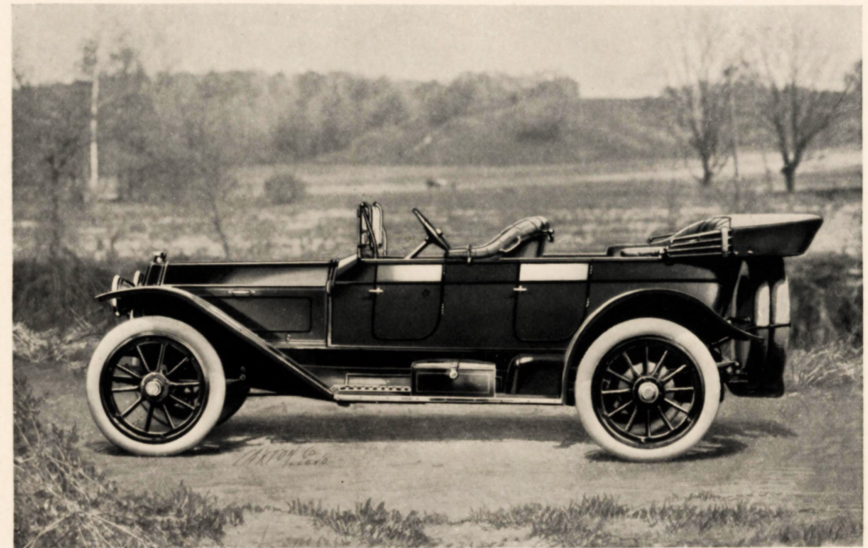
PEERLESS MOTOR CARS



"38-SIX"
FIVE-PASSENGER TOURING



PEERLESS MOTOR CARS



"38-SIX"
FOUR-PASSENGER TORPEDO



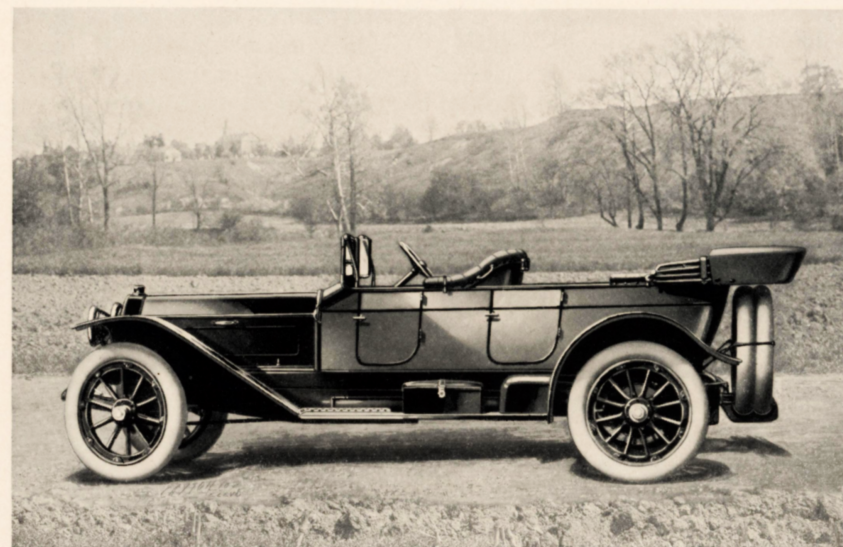
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"48-SIX"
SEVEN-PASSENGER TOURING



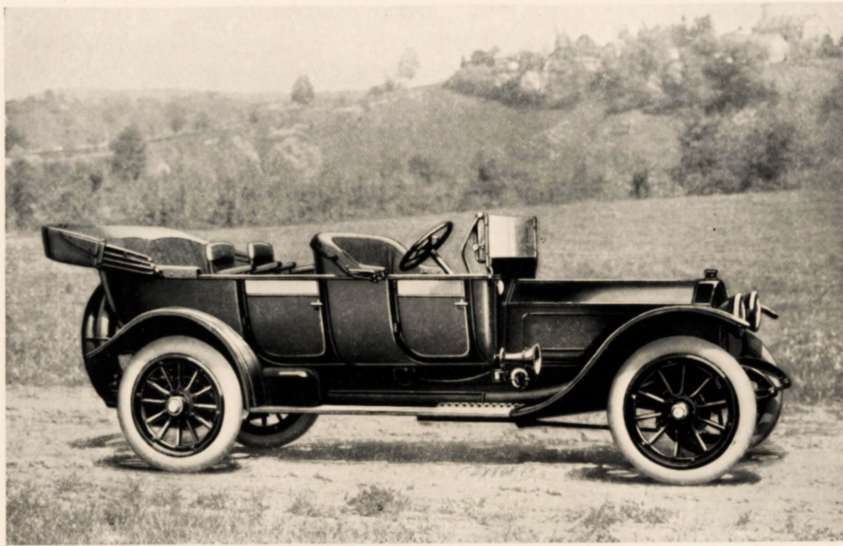
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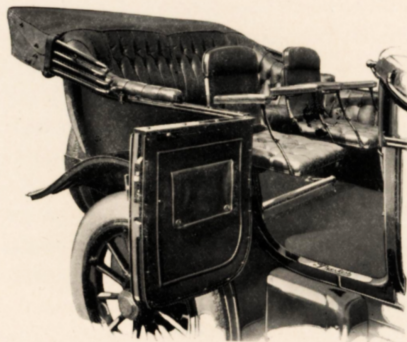
"48-SIX"
SIX-PASSENGER TORPEDO



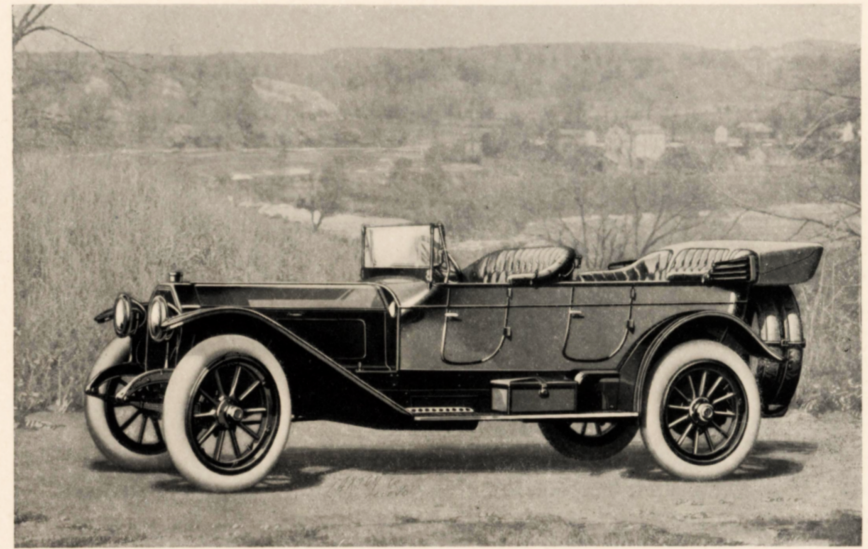
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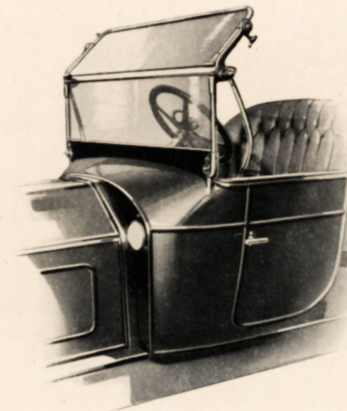
"60-SIX"
SEVEN-PASSENGER TOURING



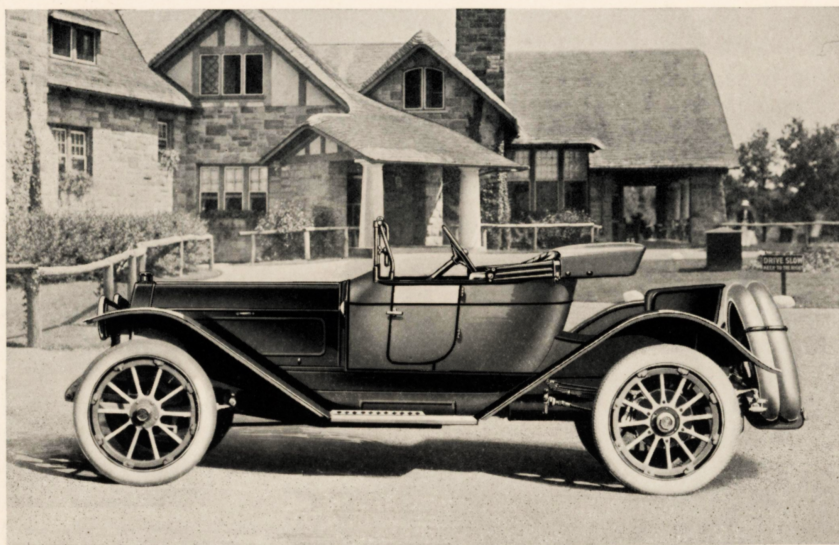
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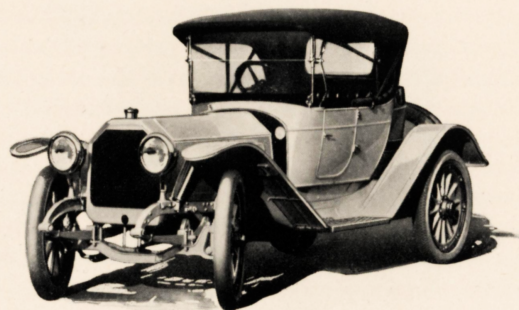
"60-SIX"
SIX-PASSENGER TORPEDO



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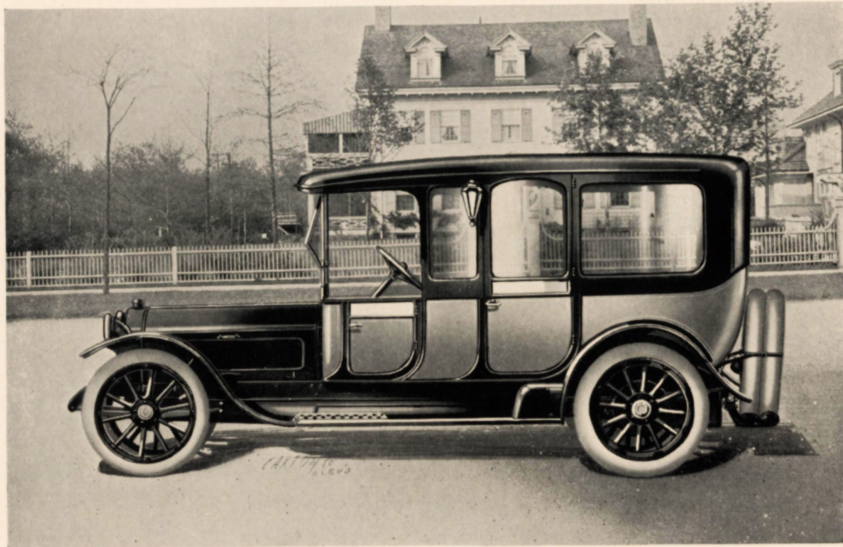


"38-SIX"
THREE-PASSENGER ROADSTER



PEERLESS MOTOR CARS
CLOSED TYPES

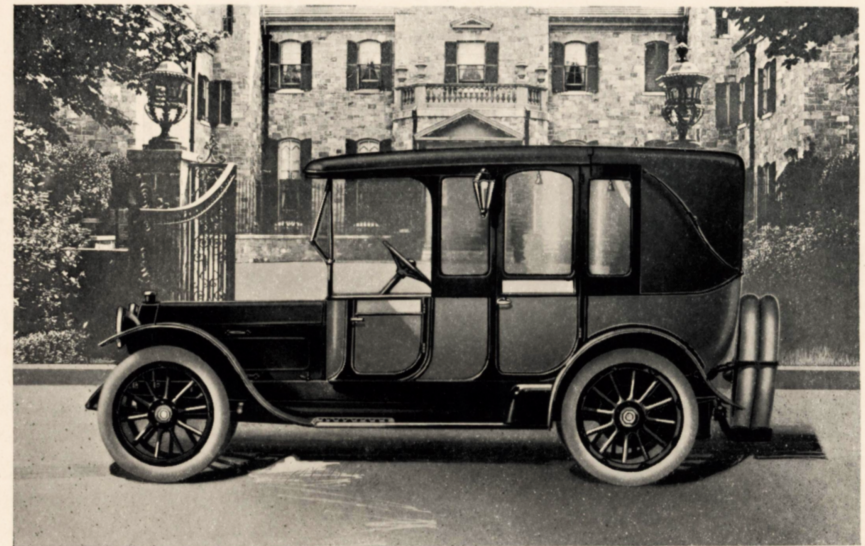
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"38-SIX"
SEVEN-PASSENGER LIMOUSINE



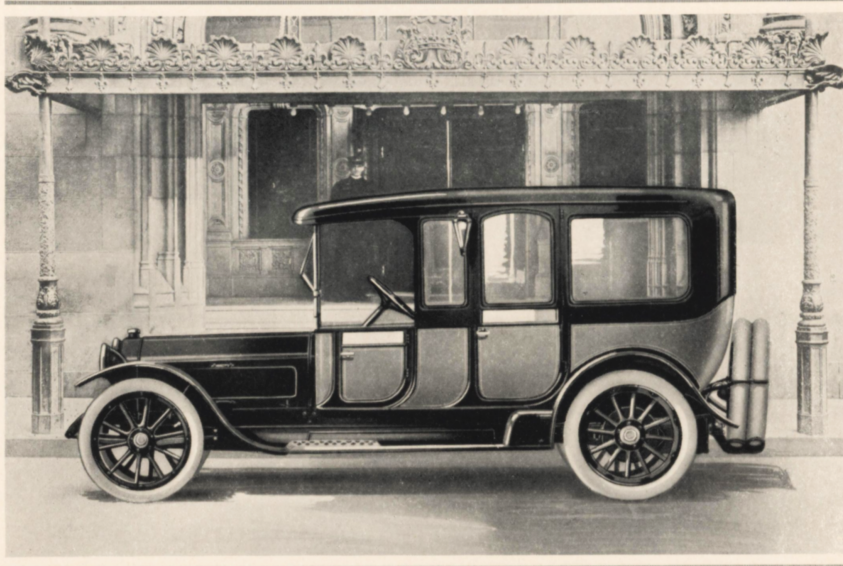
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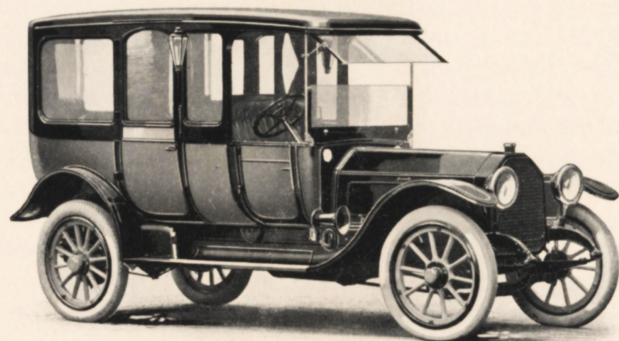
"38-SIX"
SEVEN-PASSENGER LANDAULET



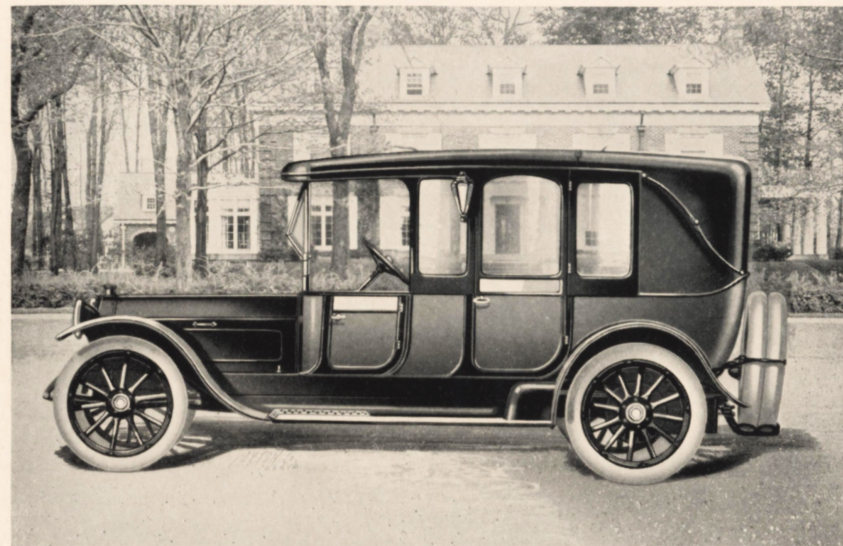
PEERLESS MOTOR CARS



"48-SIX"
SEVEN-PASSENGER LIMOUSINE



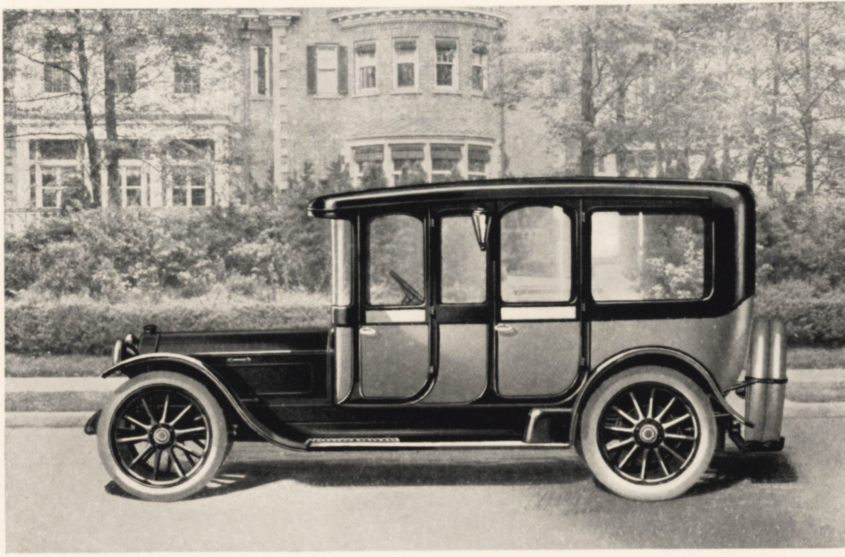
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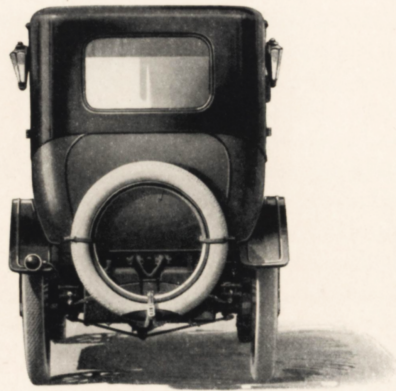
"48-SIX"
SEVEN-PASSENGER LANDAULET



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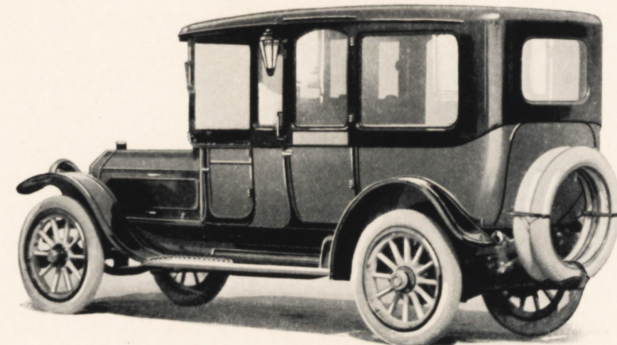
"48-SIX"
SEVEN-PASSENGER BERLINE-LIMOUSINE

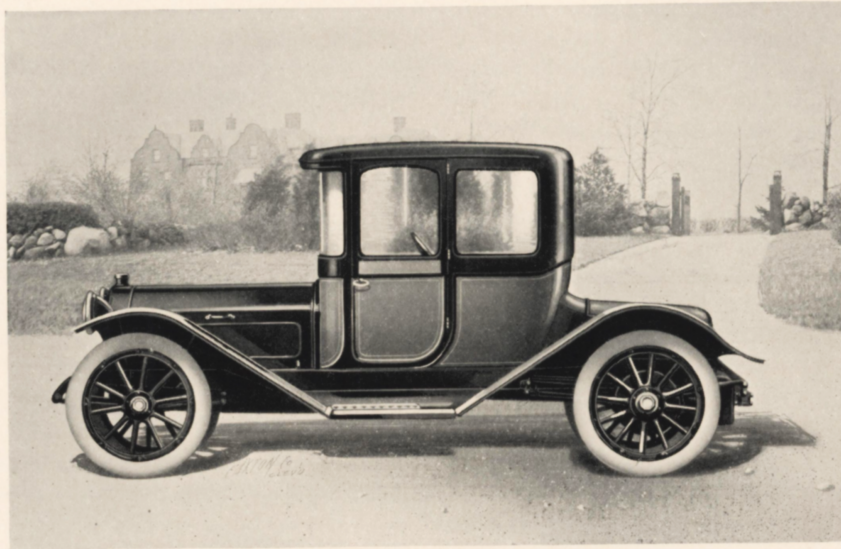


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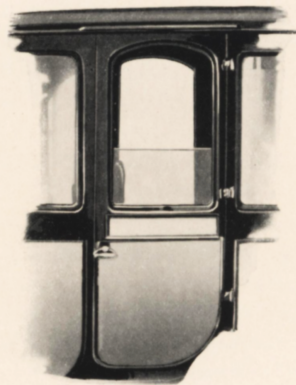


"60-SIX"
SEVEN-PASSENGER LIMOUSINE





"38-SIX"
THREE-PASSENGER COUPE



PEERLESS CONSTRUCTION

THE electric system used on Peerless Motor Cars is one of great simplicity and power. It is arranged to provide perfect convenience for the operator. Exterior and interior electric lights and an electric motor starter which is thoroughly dependable and efficient are included. ELECTRIC
SYSTEM

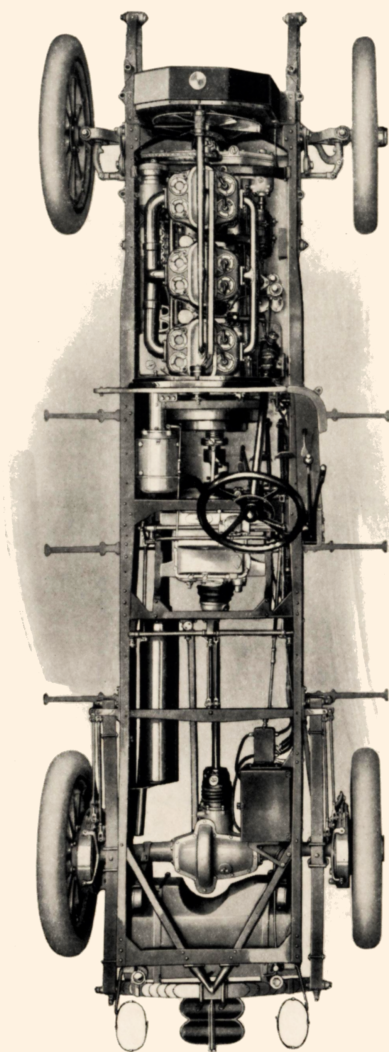
Simplicity has been attained in the system by the adoption for starting purposes of a six-volt motor. This voltage has been agreed upon by engineers as most satisfactory for lighting purposes and has been approved by the insurance companies. In the Peerless system there is no necessity of increasing this voltage when it is used in the starting motor and therefore all transformers and intricate electrical controls are avoided. The starting motor is connected to the remainder of the system only by a simple switch.

A storage battery of patented design and large capacity (120 ampere hours) is provided and will supply the various units with electricity for hours after the engine has stopped running. BATTERY

A Gray & Davis dynamo driven by the engine serves to keep the storage battery charged. A special inclosed clutch limits the speed of the dynamo while a simple switch automatically completes the circuit only at such times as conditions are correct. The driver is thus relieved of all worry in connection with the electric system and the expense is negligible. DYNAMO

An electric motor of special design is mounted on the frame of the chassis so that it will rotate the fly-wheel. Pressure applied to a pedal in the driver's compartment engages a gear in the driving train of the motor to a gear rack around the fly-wheel. Further pressure turns the full power of the battery into the motor and causes it to spin the engine rapidly. Thus, one movement cranks the car. STARTER

The power of the starting mechanism is such that it is effective on the largest Peerless car under the most adverse conditions. No extreme of cold weather can render it inefficient. Backfiring is impossible when the starter is in use for it is strong enough to overcome the back pressure. Thus, failure to retard the spark in starting cannot bring about unpleasant results.



THE PEERLESS CHASSIS

The Gray & Davis lighting system with its high efficiency electric lamps is supplied with every car. The head lamps are fitted with parabolic reflectors and especially curved front glasses. The dash lights are dome shaped and flat against the dash. The lamps contain a six-volt metal filament. The headlights of twenty candlepower are fitted with a focusing device to give powerful long distance rays or divergent foreground rays. The side and tail lamps are of four candlepower. In addition to the usual insulation, all wires are protected by heavy brass armor wrapping. The lights are designed to fit harmoniously into the general outline of the car. This is particularly noticeable with regard to the dash lights whose ground glass domes fit into any color treatment.

A portable night light with ample extension cord is furnished.

In addition to the electrical system the car carries a variety of other equipment. The top is designed and made in the Peerless factory. There is a rain vision windshield. A speedometer with clock and light is included in the equipment. The Warner Auto-meter has been adopted because it has been found to be as accurate as any obtainable, and is better in appearance and more easily read than most other types. A Klaxon type combination horn is mounted on every car. The Klaxon is the loudest of the mechanical horns and in combination with the bulb horn it meets the ordinance requirements of all cities. Truffault-Hartford shock absorbers are standard equipment at the front axle, where the friction type of device is desirable because of less constant action of the springs, and at the rear axle Gabriel rebound snubbers are used.

Peerless motors are of long stroke and operate with a high degree of efficiency, smoothness and quietness.

Cylinders are cast in pairs. All motors are made with two-piece crank cases, and the crank shaft is supported by a main bearing on each side of each cylinder. The crank case is suspended from hangers attached to the frame; simply by removing necessary bolts the lower half may be dropped to permit access to cam shaft, cylinders, pistons, crank shaft, connecting rod and wrist pin bearings.

Lubrication of internal motor bearings is accomplished by the simple and reliable splash system. Small troughs and pockets are

PEERLESS MOTOR CARS

LUBRICATION

so arranged as to catch the oil splashed up by the connecting rods. In this manner, the bearings are kept flooded with oil.

Special features have been embodied in the design of pistons, which prevent oil from working into the combustion spaces and forming troublesome carbon deposits.

The proper level of oil in the crank case is maintained by a mechanically driven oil pump, the flow from which is governed by sight feeds on the dash.

Drain cocks attached to overflow pipes make it simple to check the oil level from time to time. These cocks may be opened simultaneously by means of a convenient lever which is so located that the bonnet cannot be lowered until the cocks are closed and locked.

An oil reservoir, holding approximately one gallon of oil, is secured to the crank case. It is from this source that the oil pump referred to above gets its supply. A hand pump is also embodied in the reservoir.

IGNITION

The Bosch dual high tension ignition system used on Peerless cars, allows either the magneto or storage battery to be used as the source of current.

The magneto is shaft driven and as it serves to time and distribute the battery current in addition to its own, the system is much simplified through doing away with the necessity for duplicate sets of spark plugs and wires.

A neat conduit encloses the ignition wires and greatly improves the appearance of the engine.

GASOLINE SYSTEM

A pressure feed gasoline system insures a positive supply at the carburetor regardless of grades. The tank is made of heavy gauge copper, holds 25 gallons and is carried under the rear of the body where it is out of the way. Incorporated with the tank is a gauge which indicates at a glance the amount of gasoline contained.

CARBURETOR

The carburetor is automatic in its action and thoroughly water jacketed to assist in gasifying the low grades of gasoline which one is now forced to use in many localities.

The throttle valve is of the simple butterfly type and is normally controlled by a governor designed to maintain any desired speed regardless of variation in load or grade.

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A priming device, controlled by a small lever on the dash, greatly assists in starting during extremely cold weather.

Cooling water is forced, by a positive acting gear pump, through the cylinder jackets which are of ample size. The heat absorbed by the water in passing through the cylinder jackets, is expelled while passing through the radiator of special Peerless design (patented).

The Peerless clutch is of the expanding band type. Although it picks up the load smoothly and without jar, it is very positive in its action. At the same time it is so designed that it quickly stops spinning when released, thereby facilitating quiet gear shifting. Adjustment for wear is made in a most convenient manner. The foot pedals may be set to accommodate the operator.

Speed changes are of the selective type, four speeds forward and one reverse, all controlled by a single lever. Correct gear engagement is positive. Any set of gears may be meshed without passing through other gears. The operating lever is thrown from one fixed position to another so that there can be no mistake and speed changes may be made noiselessly and confidently.

The transmission is carried on a sub-frame in the center of the chassis and under the foot boards, making it easily accessible for inspection and lubrication.

Power is transmitted from the speed gears to the rear axle through a propeller shaft that fits into universal joints at either end. Crosses on each end of the shaft mount two rollers of large diameter which roll in steel yokes, thus reducing friction and consequent loss of power. By simply removing one set-screw the entire joint may be taken apart. The joints are protected from dust by a telescoping leather and aluminum cover, which also acts as a grease retainer.

Distinctive and exclusive in type, the Peerless rear axle is admirably designed for excellence of appearance, for strength and for mechanical efficiency. It is the full-floating type, arched and trussed. The weight of the car and load is carried solely by the outer axle. The cast-steel differential case is bolted on either end to flanges of heavy gauge steel axle tubes, which carry at their outer extremities the road wheels. These axle tubes are flared from the spring saddles toward the differential housing; thus their rigidity

PEERLESS MOTOR CARS

and strength is increased by the constantly increasing diameter of the tubes from either end toward the center. The power is transmitted from the bevel gears to the wheels by means of live axle shafts, operating clutch plates in the rear wheel hubs. These live axle shafts carry no weight and perform no other function than that of transmitting power. The arch construction which, in itself, increases the rigidity of the axle, also admits of the use of dished wheels, cambered outward two degrees so that the lower supporting spokes are always normal to the road surface.

DISTANCE RODS

Distance rods are attached to both frame and rear axle on either side by ball and socket joints and are adjustable. The car is propelled through these distance rods, not through the springs.

SPRINGS

Springs are semi-elliptic in front and platform type in rear, a combination which affords an exceptionally easy suspension. The two rear springs are attached in front to the frame and in the rear to a cross spring, thus forming a three-point rear spring suspension.

STEERING GEAR

The steering gear is irreversible which means that road shocks are not transmitted to the steering wheel. Driving a Peerless over rough roads is almost as easy as driving on a boulevard.

BODIES

Peerless bodies have been designed with a keen appreciation of the value of harmony of line and beauty of appearance. They offer the passenger the utmost in motor car comfort. The control levers are inside, leaving the exterior surface free and sweeping—susceptible of receiving the finest finish. The front compartment is upholstered. A pocket is provided at the side for gloves, goggles and similar articles. A new type of auxiliary seats has been adopted for the tonneau. These are more roomy than is usual and when they are not in use fold compactly against the side of the car. They are fitted with arm rests. The cushion on the rear seat of the tonneau has been increased in depth to ten inches and has a full Turkish roll. Compartments for supplies of various kinds are provided under the front seat.

Touring and closed bodies are interchangeable and both may be had with one chassis.

FINISH

The straight side bonnet is finished in baked black enamel as are also the bonnet-rail, front and rear fenders, aprons and dress shield.

PEERLESS MOTOR CARS

This finish is much more durable than that formerly in use. On the ^{FINISH} exposed metal parts, extra heavy nickel finish has replaced brass. This is easy to keep clean. It requires no polish and may be brightened by merely wiping off with a cloth. The ebony finished moulding has been chosen because of its harmony with the general appearance of the car.



THE PEERLESS MOTOR TRUCK



PEERLESS MOTOR TRUCKS

MEETING the requirements of widely differing businesses, under the most varied conditions of roads and climate, Peerless Motor Trucks have thoroughly proved their ability to earn and save money for their users. In a great number of cases they have not simply replaced vehicles drawn by animals but have, in addition, accomplished work that would have been impossible with animals.

For heavy duty hauling, four sizes are made with capacities of three, four, five and six tons. Each model may be had with a short chassis for hauling especially heavy loads or a long chassis for handling bulky ones. Special forms of bodies are planned in the Peerless Engineering Department to meet users' requirements.

To make the means of unloading large capacity Peerless Trucks used to haul construction materials and coal as efficient as the truck itself, the Peerless power dumping body with screw power hoist has been designed.

A distinctive feature of this hoisting mechanism is the telescoping screw by which is avoided the necessity for extending the screw above the level of the truck body.

As the suitability of a truck to its purpose is an important factor in its successful operation, the Company investigates carefully the traffic needs each truck is expected to meet and recommends purchase only where there is reasonable assurance that the use of the truck will prove a substantial benefit.

Correspondence is invited. A special Peerless Motor Truck catalogue will be mailed to interested persons on request.

